

LONDON- WEST MIDLANDS ENVIRONMENTAL STATEMENT

Volume 5 | Technical Appendices

CFA23 | Balsall Common and Hampton-in-Arden
Community data (CM-001-023)
Community

November 2013

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Department for Transport

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1 Introduction

1.1.1 The community appendices for the Balsall Common and Hampton-in-Arden community forum area (CFA 23) comprise:

- community impact assessment record sheets for construction (Section 2);
- community impact assessment record sheets for operation (Section 3); and
- open space survey/public rights of way survey results (Section 4).

1.1.2 Maps referred to throughout the community appendix are contained in the Volume 5 map book.

2 Community impact assessment record sheets - construction

2.1 Kenilworth Greenway

Table 1: Kenilworth Greenway community impact assessment record sheet

Resource name	Kenilworth Greenway
Community forum area	CFA 23 - Balsall Common and Hampton-in-Arden
Resource type:	Open space
Resource description/profile	The Kenilworth Greenway, described as a linear country park and a permissive bridleway, is used by pedestrians, cyclists and horse riders. The Kenilworth Greenway runs from the A429 Coventry Road, to the north of Kenilworth village, in a north westerly direction to the outskirts of Balsall Common, south of Truggist Lane, approximately 6130m in total length. The Kenilworth Greenway runs along the line of the dismantled Kenilworth to Balsall Common line and has received Sustrans investment to become part of the national cycle network. The most northern section of the Kenilworth Greenway which runs from the north of B4101 Waste Lane at Burton Green to the south of Berkswell station is approximately 850m in length and is within the land required for the construction of the Proposed Scheme. Further south the Kenilworth Greenway is addressed in Stoneleigh, Kenilworth and Burton Green CFA (see Volume 2, CFA Report 18, Section 5, Community).
Assessment year:	Construction phase (2017+)
Impact 1: temporary loss of land	Impact: approximately 850m of the Kenilworth Greenway, within CFA23, will be removed during the construction of the Proposed Scheme for use as a construction haul road. The existing route of the Kenilworth Greenway will therefore be closed to the public for a period of approximately four years and three months. A temporary alternative route will be provided to the south-west of the existing Greenway which will be of an equivalent standard, adding an additional 100m in length. To the south-east, the alternative route will continue into Kenilworth, Stoneleigh and Burton Green (CFA18). To the north-west the temporary route will join with an existing PRoW (Footpath M191), which is used to access the existing Greenway, adjacent to Berkswell railway station. The original line of the Greenway will be reinstated once construction is complete. Duration of land take: approximately four years and three months.
Assessment of magnitude	Negligible: a temporary alternative route will be provided.
Relevant receptors	The Kenilworth Greenway is used by cyclists, horse riders and pedestrians.
Assessment of sensitivity of receptors to impact:	Low: there is a network of local PRoW and public open spaces within the area, providing alternatives for walking, cycling and horse-riding.
Significance rating of effect	Negligible adverse effect, not significant: users of the Kenilworth Greenway could continue to walk, cycle and ride horses along the temporary replacement route.
Proposed mitigation options for significant effects	No further mitigation identified.
Residual effect significance rating	Negligible adverse effect, not significant: users of the Kenilworth Greenway could continue to walk, cycle and ride horses along the temporary replacement route.

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Impact 2: temporary significant transport and visual effects	<p>Impact: during the construction period the re-routed Kenilworth Greenway will run alongside construction works. This will include the construction of the route on the Beechwood embankment approximately varying between 9m and 15m high, the Beechwood Farm accommodation underpass, and two balancing ponds. In addition, the location of temporary material stockpiles alongside the re-routed Kenilworth Greenway and the presence of the Beechwood Farm accommodation underpass satellite compound will be in the immediate foreground of users of the re-routed Kenilworth Greenway. These works will result in the following significant environmental effects:</p> <p>Visual: The removal of trees and woodland along the existing Kenilworth Greenway and the construction of the Proposed Scheme parallel to it and centrally within view of those using the temporary Kenilworth Greenway will result in a significant adverse visual effect.</p> <p>Transport: the presence of heavy goods vehicles (HGVs) traveling along the route of the existing Greenway will be a significant adverse effect.</p> <p>Duration: Approximately four years and three months.</p>
Assessment of magnitude	Medium: two significant residual other environmental effects.
Relevant receptors	The Kenilworth Greenway is used by cyclists, horse riders and pedestrians.
Assessment of sensitivity of receptors to impact:	Medium: the existing Kenilworth Greenway provides a tranquil ambience and recreational resource and users are, therefore, considered sensitive to disturbance associated with construction works.
Significance rating of effect	Moderate adverse significant: change to amenity, character and users' enjoyment of the Greenway as a result of the combination of noise, visual and transport effects.
Proposed mitigation options for significant effects	No further mitigation identified.
Residual effect significance rating	Moderate adverse significant: change to amenity, character and users' enjoyment of the Greenway as a result of the combination of noise, visual and transport effects.

2.2 Footpath M191

Table 2: M191 community impact assessment record sheet

Resource name	Footpath M191
Community forum area	CFA 23 – Balsall Common and Hampton-in-Arden
Resource type:	PRoW
Resource description/profile	A footpath running from Kelsey Lane, east of Balsall Common and to the south of Lavender Hall Farm via Truggist Lane.
Assessment year:	Construction phase (2017+)
Impact 1: permanent loss of land	<p>Impact: two sections of the footpath are crossed by the route. During construction a section of Footpath M191 south-east of the Balsall Common viaduct will be diverted via Truggist Lane and Footpath M196, adding an additional 730m. Following construction, Footpath M191 will be diverted under the route via Footpath M191 underpass, closely following the original alignment, and adding an additional 10m.</p> <p>A second section of Footpath M191 north-west of the Balsall Common viaduct, will be closed where it is intersected by the route to the north of the Lavender Hall Fisheries, at the point where the footpath connects with Footpath M197. During construction a temporary alternative route for Footpath M191 of approximately 1.1km will be provided, adding an additional 600m. Following construction, Footpath M191 and Footpath M197 will be combined and diverted via the Footpath M191 accommodation underpass, adding an additional 80m. The footpath will then connect back to Footpath M196.</p> <p>During the construction period both temporary alternative routes will be provided for approximately four years and three months.</p> <p>Duration of loss of land: permanent.</p>
Assessment of magnitude	Negligible: the footpaths will be accessible throughout the construction and operation period. The resource will not be required to close and could continue to be used for its intended purpose without any significant inconvenience or detriment to the users.
Relevant receptors	Users of the PRoW.
Assessment of sensitivity of receptors to impact:	Low: the footpaths form part of a comprehensive local network of footpaths in the area, which provide access to the open countryside. There are many alternative routes that could be used for recreational purposes.
Significance rating of effect	Negligible adverse effect not significant: users of Footpath M191 could continue to use the temporary alternative route.
Proposed mitigation options for significant effects	No further mitigation proposed.
Residual effect significance rating	Negligible adverse effect not significant: users of the Footpath M191 could continue to use the PRoW alternative route.

2.3 Seven residential properties on Truggist Lane

Table 3: Seven residential properties on Truggist Lane community impact assessment record sheet

Resource name	Seven residential properties, Truggist Lane, Berkswell
Community forum area	CFA 23 – Balsall Common and Hampton-in-Arden
Resource type:	Residential
Resource description/profile	Seven residential properties to the western end of Truggist Lane and at the junction with Baulk Lane.
Assessment year:	Construction phase (2017+).
Impact 1: temporary significant noise, visual and HGV effects	<p>Impact: the seven residential properties will be in close proximity to the construction of the Proposed Scheme. This will include the Carol Green Rail underbridge and the route raised on the Beechwood embankment which includes a landscape bund before reaching the Balsall Common viaduct. Construction activities will include; the erection of temporary fencing approximately 2.4m high running to the north of the Rugby to Birmingham line and the Carol Green Rail underbridge (north) satellite compound to the east of the properties. Truggist Lane will provide a construction traffic route, and a construction haul road will run from Truggist Lane to the satellite compound to the north of the existing rail line. These works will result in the following environmental effects:</p> <p>Noise: the construction works will result in a range of significant adverse noise effects:</p> <ul style="list-style-type: none"> - one property will experience significant daytime noise for one year and four months; - two properties will experience significant daytime noise for eight months and night-time noise for one month; - two properties will experience significant daytime noise for one month and night-time noise for one month; and - two properties will experience daytime noise for one year and two months and night-time noise for two months. <p>The above noise effects will result mostly from earthworks, vegetation clearance, the construction of the Balsall Common viaduct, the erection of fencing and a railway protection barrier.</p> <p>Visual: significant adverse effects will be experienced including construction plant with views of cranes, the satellite compound and the construction haul road.</p> <p>HGV: there will be a significant number of HGVs passing the properties on Truggist Lane and along the construction haul road to the south.</p> <p>Duration of impact: four years and three months in total.</p>
Assessment of magnitude	High: three significant residual environmental effects.
Relevant receptors	Residents
Assessment of sensitivity of receptors to impact:	High: all residential properties and their occupiers are identified as being highly sensitive.
Significance rating of effect	Major adverse significant: change to amenity, character and residents' enjoyment of the properties as a result of the combination of noise, visual and HGV effects.
Proposed mitigation options for significant effects	No further mitigation proposed.

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Residual effect significance rating	Major adverse significant: change to amenity, character and residents' enjoyment of the properties as a result of the combination of noise, visual and HGV effects.
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2.4 Lavender Hall Fisheries

Table 4: Lavender Hall Fisheries community impact assessment record sheet

Resource name	Lavender Hall Fisheries
Community forum area	CFA 23 – Balsall Common and Hampton-in-Arden
Resource type:	Recreation
Resource description/profile	Lavender Hall Fisheries is located to the north-west of Berkswell station and parallel to the Rugby to Birmingham line. The site includes a collection of fishing lakes which are accessed via a track off Lavender Hall Lane. The fisheries are accessible to the public by paid entry and facilities include a café, shop and provision for disabled users.
Assessment year:	Construction phase (2017+).
Impact 1: temporary visual and HGV effect	<p>Impact: the Proposed Scheme will run alongside the Lavender Hall Fisheries on the Balsall Common viaduct and the Lavender Hall embankment, approximately 30m from the north-eastern boundary of the site. The construction of the route, earthworks and the Footpath M191 accommodation underpass in this location will result in the following other environmental effects:</p> <p>Visual: construction activities to the north-east will include the erection of temporary construction fencing approximately over 2.4m high around the north-eastern boundary of the lakes, a temporary material stockpile and a construction haul road. These activities will result in a significant adverse visual effect on users of the fisheries.</p> <p>HGV: the construction haul road along the north-eastern boundary of the site will result in a significant number of HGVs passing the fisheries.</p> <p>Duration: approximately two years and nine months.</p>
Assessment of magnitude	Medium: the combination of two significant residual environmental effects.
Relevant receptors	Visitors and those that use the facility regularly for fishing activities.
Assessment of sensitivity of receptors to impact:	Medium: it is considered that an element of tranquillity is important to fishing and the use of the facility.
Significance rating of effect	Moderate adverse effect: change to amenity, character and users' enjoyment of the fisheries as a result of the combination of visual and transport effects.
Proposed mitigation options for significant effects	No further mitigation proposed.
Residual effect significance rating	Moderate adverse effect: change to amenity, character and users' enjoyment of the Fisheries as a result of the combination of visual and HGV effects.
Impact 2: temporary loss of land	<p>Impact: approximately 900m² of land at the Lavender Hall Fisheries, located to the north of the lakes, is required temporarily for the diversion of a water main. The land required is peripheral to the main uses on the site, and the fishery could continue to be used for its intended purpose without any significant inconvenience to the users.</p> <p>Duration of loss of land: approximately one year and three months.</p>
Assessment of magnitude	Negligible: the facility will not be required to close and could continue to be used for its intended purpose without any significant inconvenience or detriment to the users.
Relevant receptors	Visitors and those that use the facility regularly for fishing activities.

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Assessment of sensitivity of receptors to impact:	Low: the land is adjacent to the lakes and associated facilities and is not considered sensitive in regard to the use of the fisheries.
Significance rating of effect	Negligible adverse effect not significant: users of the facility could continue to fish here.
Proposed mitigation options for significant effects	No further mitigation proposed.
Residual effect significance rating	Negligible adverse effect not significant: users of the facility could continue to fish here.

2.5 Footpath M196

Table 5: Footpath M196 community impact assessment record sheet

Resource name	Footpath M196
Community forum area	CFA 23 – Balsall Common and Hampton-in-Arden
Resource type:	PRoW
Resource description/profile	A track that provides access from Lavender Hall Lane to Meeting House Lane, Balsall Common.
Assessment year:	Construction phase (2017+)
Impact 1: permanent loss of land	<p>Impact: Footpath M196 will be intersected by the route to the south-east of Lavender Hall Farm. A temporary alternative route of approximately 420m will be provided to allow for the construction of a water main diversion north-west of the Lavender Hall Fisheries, adding an additional 330m. Following this, a permanent diversion of approximately 50m will be provided to accommodate a relocated access to a footpath east of Lavender Hall Farm due to the construction of Lavender Hall Lane overbridge. This will result in no overall change in distance.</p> <p>Duration of impact: permanent.</p>
Assessment of magnitude	Negligible: the footpath will be accessible throughout the construction and operation period. The footpath will not be required to close and could continue to be used for its intended purpose without any significant inconvenience or detriment to the users.
Relevant receptors	Users of the PRoW.
Assessment of sensitivity of receptors to impact:	Low: the footpath is part of an extensive local PRoW network in the area. There are many alternative routes that could be used for recreational purposes.
Significance rating of effect	Negligible adverse effect not significant: users of the Footpath M196 could use the PRoW alternative route.
Proposed mitigation options for significant effects	No further mitigation proposed.
Residual effect significance rating	Negligible adverse effect not significant: users of the Footpath M196 could use the re-routed PRoW.

2.6 Berkswell Clay Pigeon Shooting Club

Table 6: Berkswell Clay Pigeon Shooting Club community impact assessment record sheet

Resource name	Berkswell Clay Pigeon Shooting Ground
Community forum area	CFA 23 – Balsall Common and Hampton-in-Arden
Resource type:	Recreation
Resource description/profile	The Berkswell Clay Pigeon Shooting ground is located to the north-east of Balsall Common village. Access is provided off Lavender Hall Lane via a track. The facility provides a parking area, a small club house and shooting facilities.
Assessment year:	Construction phase (2017+)
Impact 1: permanent loss of land	Impact: the Berkswell Clay Pigeon Shooting site will be permanently removed, including the demolition of the club house, due to the route on the Lavender Hall embankment running through the centre of the site. This will include land to the south-west of the route for landscape mitigation planting. In addition the Proposed Scheme includes the realignment of the existing Lavender Hall Lane, which will include the proposed Lavender Hall Lane overbridge and a new access road through the northern extent of the shooting site. Duration of impact: permanent.
Assessment of magnitude	High: the facility will be permanently closed and unusable for its intended purpose.
Relevant receptors	Members and visitors of the club.
Assessment of sensitivity of receptors to impact:	Low: the Club have rights to shoot on Sunday mornings 28 times per year and 27 times 10.00-noon and one time 9.00-13.00 on a competition day. The site provides a well-established local facility operated by a local organisation, however is not frequently used and there are nearby alternatives.
Significance rating of effect	Moderate adverse significant: the permanent removal of the shooting ground will cause the permanent closure of the facility.
Proposed mitigation options for significant effects	No mitigation proposed.
Residual effect significance rating	Moderate adverse significant: the permanent removal of the shooting ground will cause the permanent closure of the facility.

2.7 Seven residential properties on Lavender Hall Lane, Park Lane and the A452 Kenilworth Road

Table 7: Seven residential properties on Lavender Hall Lane, Park Lane and the A452 Kenilworth Road community impact assessment record sheet

Resource name	Seven residential properties on Lavender Hall Lane, Park Lane and the A452 Kenilworth Road
Community forum area	CFA 23 – Balsall Common and Hampton-in-Arden
Resource type:	Residential
Resource description/profile	There is a group of seven sparsely located residential properties on Lavender Hall Lane, Park Lane and the A452 Kenilworth Road. These include Final Home and Top Lodge and a cluster of five properties on Lavender Hall Lane including Fernbank Cottage and Lavender Hall Farm, all to the north of the Rugby to Birmingham Line. These properties are mostly detached with large areas of land amongst agricultural fields and south of Sixteen Acre Wood and Park Lane Spinney.
Assessment year:	Construction phase (2017+).
Impact 1: reduced accessibility and visual barriers	<p>Impact: seven residential properties located on, the A452 Kenilworth Road (Top Lodge), Lavender Hall Lane (five properties) and Park Lane (Final Home) will experience isolation effects as a result of road closures, road traffic delays and visual barriers due to the construction works surrounding the properties. Works are associated with the construction of the route in the Park Lane cutting, the Lavender Hall Lane overbridge and realignment, the diversion of Park Lane and utility and watercourse diversions. Construction activities will be focused at land between Park Lane and the Rugby to Birmingham line, which is adjacent to the residential properties.</p> <p>Construction works will result in significant traffic flows and delays to vehicles on the A452 Kenilworth Road and on Park Lane. In addition, the construction of the Lavender Hall Lane overbridge will require the temporary re-routing of Lavender Hall Lane to Park Lane, for a period of one year. Following which, Park Lane will be stopped up and diverted permanently to the south, alongside the route in the Park Lane cutting. These transport effects will result in reduced accessibility from the properties to nearby local centres, including Balsall Common to the south.</p> <p>Nearby construction works will also result in visual barriers surrounding the properties. This will include the erection of temporary fencing approximately 2.4m high, the Footpath M214 overbridge satellite compound, temporary material stockpiles, the Park Lane cutting main compound; workers accommodation and construction haul roads.</p> <p>Duration of impact: approximately two years and nine months.</p>
Assessment of magnitude	High: due to the combination of long term transport effects and visual barriers.
Relevant receptors	Residents
Assessment of sensitivity of receptors to impact:	High: all residential properties and their occupiers are identified as being highly sensitive.
Significance rating of effect	Major adverse significant: isolation effect on the residents of seven properties.
Proposed mitigation options for significant effects	No further mitigation proposed.
Residual effect significance rating	Major adverse significant: isolation effect on the residents of seven properties.

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Impact 2: temporary significant noise, visual and HGV effects	<p>Impact: six residential properties located on Park Lane (Final Home) and Lavender Hall Lane (five properties) will be in close proximity to construction activities. This will include utility works, construction traffic routes and construction compounds. These works will result in the following environmental effects:</p> <p>Noise: a water main will be diverted along Lavender Hall Lane and an existing gas main will be diverted over the proposed Lavender Hall overbridge. These utility works, combined with site clearance and the construction of the Lavender Hall overbridge will result in adverse noise effects that have been assessed as significant on the five residential properties on Lavender Hall Lane during the daytime.</p> <p>HGV: the A452 Kenilworth Road, Park Hall Lane and Lavender Hall Lane will provide construction traffic routes, in addition to a construction haul road running to the south of Park Lane. This will result in a significant increase in HGV traffic passing the properties, which may result in disturbance to residents of all seven properties.</p> <p>Visual: significant adverse views due to nearby construction activities associated with the Lavender Hall Lane overbridge and diversion of Park Lane will affect properties on Lavender Hall Lane. In addition, residents at Lavender Hall Lane and at Final Home will experience views of construction plant, temporary material stockpiles and the Park Lane cutting main compound and Balsall Common viaduct satellite compound.</p> <p>Duration of impact: approximately two years and nine months in total.</p>
Assessment of magnitude	High: three significant residual effects.
Relevant receptors	Residents
Assessment of sensitivity of receptors to impact:	High: all residential properties and their occupiers are identified as being highly sensitive.
Significance rating of effect	Major adverse significant: change to amenity, character and residents' enjoyment of the properties as a result of the combination of noise, visual and HGV effects.
Proposed mitigation options for significant effects	No further mitigation proposed.
Residual effect significance rating	Major adverse significant: change to amenity, character and residents' enjoyment of the properties as a result of the combination of noise, visual and HGV effects.

2.8 The Heart of England Way (Footpath M214)

Table 8: The Heart of England Way community impact assessment record sheet

Resource name	Heart of England Way (Footpath M214)
Community forum area	CFA 23 – Balsall Common and Hampton-in-Arden
Resource type:	PRoW
Resource description/profile	<p>The Heart of England Way which includes Footpath M214 extends for approximately 167km across the length of the West Midlands region. The route links Cannock Chase Area of Outstanding Natural Beauty (AONB), in Staffordshire, with the Cotswolds AONB, in Gloucestershire.</p> <p>The section of the Heart of England Way that will be affected by the Proposed Scheme follows the same route as the Millennium Way.</p>
Assessment year:	Construction phase (2017+)
Impact 1: permanent loss of land	<p>Impact: Footpath M214 will be crossed by the route adjacent to Park Lane. As a result, there will be a permanent diversion of the Footpath M214 of approximately 20m via the proposed Footpath M214 overbridge closely following the line of the existing PRoW, resulting in no change in distance. During the construction period, a temporary alternative route will be provided for approximately 485m, adding an additional 280m over a period of approximately three years.</p> <p>Duration of impact: permanent.</p>
Assessment of magnitude	Negligible: the footpath will be accessible throughout the construction and operation period. This affected section of the Heart of England Way will not be required to close and could continue to be used for its intended purpose without any significant inconvenience or detriment to the users.
Relevant receptors	Users of the PRoW.
Assessment of sensitivity of receptors to impact:	Medium: the Heart of England Way (Footpath M214) is one of the only PRoW that provides a long distance recreational walking route across three counties.
Significance rating of effect	Negligible adverse effect, not significant: users could continue to access the Heart of England Way.
Proposed mitigation options for significant effects	No further mitigation proposed.
Residual effect significance rating	Negligible adverse effect, not significant: users could continue to access the Heart of England Way.
Impact 2: temporary loss of land	<p>Impact: to the north east of Park Lane, a section of the Heart of England Way (Footpath M214) is within land required for the construction and operation of the Proposed Scheme. The land is required for the route on Park Lane cutting, and the proposed Footpath M214 overbridge which will carry the Heart of England Way over the route. During the construction period, a temporary alternative route for this section of the Heart of England Way will be provided approximately 485m in length via Park Lane for approximately three years, adding an additional 280m. The Heart of England Way will therefore continue to be available for use by pedestrians.</p> <p>Duration of impact: approximately three years.</p>
Assessment of magnitude	Negligible: the Heart of England Way (Footpath M214) will continue to be available for use by pedestrians.
Relevant receptors	Users of the PRoW.

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Assessment of sensitivity of receptors to impact:	Medium: the Heart of England Way (Footpath M214) is one of the only PRow that provides a long distance recreational walking route across three counties.
Significance rating of effect	Negligible adverse effect, not significant: users could continue to access the Heart of England Way.
Proposed mitigation options for significant effects	No further mitigation is proposed.
Residual effect significance rating	Negligible adverse effect, not significant: users could continue to access the Heart of England Way.

2.9 Millennium Way (Footpath M214, M 215, M216, and M217)

Table 9: Millennium Way community impact assessment record sheet

Resource name	Millennium Way
Community forum area	CFA 23 – Balsall Common and Hampton-in-Arden
Resource type:	PRoW
Resource description/profile	<p>The Millennium Way is a signed path made up of a collection of local PRoW (including Footpaths M214, M215, M216, and M217). It is approximately 161km in length, and includes 44 signed circular walks that together cover part of Millennium Way, each circular walk being between 5km and 16km in length. The Millennium Way runs from Pershore in Worcestershire to Middleton Cheney in South Northamptonshire, via Meriden.</p> <p>Part of the Millennium Way is also part of the Heart of England Way (Footpath M214). For details of the effects at this part of the PRoW see the Heart of England Way (Footpath M214) assessment.</p>
Assessment year:	Construction phase (2017+).
Impact 1: permanent loss of land	<p>Impact: the Proposed Scheme includes the permanent diversion of sections of the Millennium Way. This includes Footpath M216, which is diverted to the east and west of the route, to the east of the existing A452 roundabout with Bradnocks Marsh Lane. In addition, Footpath M217 will be permanently diverted to the east of the Sixteen Acre Wood embankment, beneath the Marsh Farm viaduct and alongside Marsh Farm where it will connect with the existing Footpath M217 to the west of the route. A section of Footpath M215, which links directly onto the Millennium Way, will be crossed by the route, in the Park Lane cutting, to the east of the Blooms Garden Centre. The Proposed Scheme includes the Footpath M215 overbridge, which will provide permanent access to the footpath over the Park Lane cutting. The footpath is then diverted to the south-west of the route and connects with the existing Footpath M216 approximately 400m south of Marsh Farm.</p> <p>Duration of impact: permanent.</p>
Assessment of magnitude	Negligible: the footpath will be accessible throughout the construction and operation period. The Millennium Way will not be required to close and could continue to be used for its intended purpose without any significant inconvenience or detriment to the users.
Relevant receptors	Users of the PRoW.
Assessment of sensitivity of receptors to impact:	Low: the Millennium Way is part of an extensive local network of PRoW providing recreational walking, cycling and horse-riding routes. There are many alternative routes that could be taken for recreational purposes.
Significance rating of effect	Negligible adverse effect, not significant: users could continue to access the Millennium Way.
Proposed mitigation options for significant effects	No further mitigation proposed.
Residual effect significance rating	Negligible adverse effect, not significant: users could continue to access the Millennium Way.
Impact 2: temporary loss of land	<p>Impact: sections of the Millennium Way (including Footpaths M215, M216 and M217) are within land required for the construction and operation of the Proposed Scheme, adjacent to Sixteen Acre Wood and to the east of Marsh Farm. This includes the construction of the route in the Park Lane cutting and on the Sixteen Acre Wood embankment and the proposed Footpath M215 overbridge. The Proposed Scheme includes the provision of temporary alternative routes for these footpaths along the eastern and western boundaries of the land required to construct the Proposed Scheme. Access across the route, linking these diversions, is provided along Park Lane via the diverted Footpath M215 to the south and to the north of Mercote Hall Lane (Bridleway M218) accommodation overbridge on the diverted Bridleway M218.</p> <p>Duration of impact: approximately four years and three months.</p>

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Assessment of magnitude	Negligible: the Millennium Way will be accessible throughout the construction and operation period. The Millennium Way will not be required to close and could continue to be used for its intended purpose without any significant inconvenience or detriment to the users.
Relevant receptors	Users of the PRow.
Assessment of sensitivity of receptors to impact:	Low: the Millennium Way is part of an extensive local network of PRow providing recreational walking, cycling and horse-riding routes. There are many alternative routes that could be taken for recreational purposes.
Significance rating of effect	Negligible adverse effect not significant: users could continue to access the Millennium Way.
Proposed mitigation options for significant effects	No further mitigation proposed.
Residual effect significance rating	Negligible adverse effect not significant: users could continue to access the Millennium Way.

2.10 Six residential properties on A452 Kenilworth Road and Marsh Lane

Table 10: Properties on Kenilworth Road and Marsh Lane impact assessment record sheet

Resource name	Six residential properties on A452 Kenilworth Road and Marsh Lane
Community forum area	CFA 23 – Balsall Common and Hampton-in-Arden
Resource type:	Residential
Resource description/profile	<p>This includes six residential properties along the A452 Kenilworth Road, to the north of Bradnocks Marsh Lane, and on Marsh Lane. These include:</p> <ul style="list-style-type: none"> •Marsh Cottage, Mercote Cottages (two properties) and Marsh Farmhouse, which are accessed via a track off the western side of the A542 Kenilworth Road; and •Mercote Lodge and Hornbrook Cottage on Marsh Lane, to the west of the A542 Kenilworth Road.
Assessment year:	Construction phase (2017+).
Impact 1: temporary significant noise, vibration and visual effects	<p>Impact: six residential properties located off the A452 Kenilworth Road will be in close proximity to the construction of the Sixteen Acre Wood embankment, Marsh Farm viaduct, Mercote Hall Lane (Bridleway M218) accommodation overbridge, the A452 Kenilworth Road overbridge and the realignment of the A452 Kenilworth Road. Construction activities will include a construction haul road running parallel approximately 300m east of the A452 Kenilworth Road and adjacent to Marsh Farm. The Proposed Scheme will also require utility diversion works including a water main diversion and the diversion of high and low voltage underground power lines under the A452 Kenilworth Road and Marsh Lane. These works will result in the following environmental effects:</p> <p>Noise: works will result in significant noise effects during the daytime on all six properties.</p> <p>Vibration: residents at Mercote Lodge and Hornbrook cottage will experience vibration effects due to earthworks for approximately six months during the daytime due to earthworks.</p> <p>Visual: residents at Marsh Farm, Mercote Cottage and Marsh Cottage will experience views of the construction of Sixteen Acre Wood embankment and Marsh Farm viaduct. This will include prominent views of tall construction plant and the appearance of the viaduct and associated noise barriers. Vehicles using the construction haul road, which crosses the panorama, will be visible in the middle ground. Residents at Mercote Lodge and Hornbrook Cottage will experience short range views dominated by construction activity associated with the A452 Kenilworth Road re-alignment, including the removal of the existing road in the foreground.</p> <p>Duration of impact: approximately one year and one month in total.</p>
Assessment of magnitude	High: due to three significant residual effects on the community.
Relevant receptors	Residents
Assessment of sensitivity of receptors to impact:	High: all residential properties and their occupiers are identified as being highly sensitive.
Significance rating of effect	Major adverse significant: change to amenity, character and residents' enjoyment of the properties as a result of the combination of noise, visual and transport effects.
Proposed mitigation options for significant effects	No further mitigation proposed.

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Residual effect significance rating	Major adverse significant: change to amenity, character and residents' enjoyment of the properties as a result of the combination of noise, visual and vibration effects.
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2.11 Footpath M215

Table 11: Footpath M215 community impact assessment record sheet

Resource name	Footpath M215
Community forum area	CFA 23 – Balsall Common and Hampton-in-Arden
Resource type:	PRoW
Resource description/profile	Footpath M215 forms part of the Millennium Way. See the Millennium Way assessment form (Table 8) for details on this part of the footpath. Footpath M215 diverges from the Millennium Way as it joins Footpath M216, and is approximately 350m long from this point. Footpath M215 joins the Millennium Way to the A452 Kenilworth Road east of Holly Acre Lodge.
Assessment year:	Construction phase (2017+)
Impact 1: permanent loss of land	Impact: approximately 50m of this part of the footpath is located within an area required for the construction and operation of the Proposed Scheme. The route will cross the footpath in the Park Lane cutting. A permanent diversion of approximately 210m via Footpath M215 overbridge will provide access over the Proposed Scheme, adding an additional 10m in length. During construction a temporary alternative route approximately 2.35km in length via Park Lane will be put in place that will be located outside of the area required for the construction and operation of the Proposed Scheme, adding an additional 1.57km. Duration of impact: permanent.
Assessment of magnitude	Negligible: access to the footpath will remain throughout the construction and operation period. The PRoW will not be required to close and could continue to be used for its intended purpose without any significant inconvenience or detriment to the users.
Relevant receptors	Users of the PRoW.
Assessment of sensitivity of receptors to impact:	Low: the footpath forms part of a local extensive network of PRoW. There are many alternative routes that could be taken for recreational purposes.
Significance rating of effect	Negligible adverse effect not significant: users could continue to access Footpath M215.
Proposed mitigation options for significant effects	No further mitigation proposed.
Residual effect significance rating	Negligible adverse effect not significant: users could continue to access Footpath M215.

2.12 Marsh Lane Nature Reserve

Table 12: Marsh Lane Nature Reserve community impact assessment record sheet

Resource name	Marsh Lane Nature Reserve
Community forum area	CFA 23 – Balsall Common and Hampton-in-Arden
Resource type:	Recreation
Resource description/profile	Marsh Lane nature reserve is located to the east of Hampton-in-Arden village and south of the B4102 Meriden Road within the floodplain of the River Blythe and includes a site of special scientific interest (SSSI). The nature reserve includes an area of approximately 468,700m ² . It consists of: three main pools, wet grassland and woodland, which together provide habitats for a diverse range of species; three car parks and a network of footpaths linking the site with open countryside and Bradnocks Marsh. The old Kenilworth Road (Footpath M230a) provides access to and runs through the site, separating the nature reserve into the eastern and western areas. The reserve is open to permit holders and day visitors, by purchase of tickets from the nearby golf club.
Assessment year:	Construction phase (2017+).
Impact 1: permanent loss of land	Impact: the majority of land required at Marsh Lane Nature Reserve, will be required permanently for the construction and operation of the Proposed Scheme, approximately 16,440m ² . The land is required for the construction of the Blythe Bypass embankment, a balancing pond and associated access track east of the route, landscaping (scrub and woodland) and a drainage channel to the west of the route. This area of the nature reserve (approximately 3% of the nature reserve) will be removed with no access to visitors. This is a small area of the overall site, which is located to the eastern extent of the nature reserve, whilst the majority of the nature reserve, including key features such as the main pools, is to the west of the old Kenilworth Road (FP M230a). Duration of impact: permanent
Assessment of magnitude	Low: the use of a small area of the nature reserve, which is detached from the main part of the site, will be lost and unusable. However, the majority of the site could continue to function and remain accessible to visitors.
Relevant receptors	Access to the nature reserve is through purchase of a day or year permit. In particular, the site is well known for its breeding and wintering bird populations and attracts a large number of visitors, including the West Midlands Bird Club, on this basis.
Assessment of sensitivity of receptors to impact:	Low: there are limited alternative sites that provide a similar level of species diversity within the wider area, and the nature reserve is of particular interest to specialist groups. However, the key features of the nature reserve are located within the western area, which is not affected by the Proposed Scheme.
Significance rating of effect	Negligible adverse effect, not significant: the permanent loss of a small area of the overall nature reserve will not affect visitors using the nature reserve as intended.
Proposed mitigation options for significant effects	No further mitigation proposed.
Residual effect significance rating	Negligible adverse effect, not significant: the permanent loss of a small area of the overall nature reserve will not affect visitors using the nature reserve as intended.

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Impact 2: temporary loss of land	<p>Impact: the route will intercept the eastern area of Marsh Lane Nature Reserve, east of the old Kenilworth Road (Footpath M230a) on the Blythe Bypass embankment. The old Kenilworth Road (Footpath M230a) runs through the centre, dividing the nature reserve into separate eastern and western areas and provides access to the nature reserve. In total, approximately 21,980m² of land (5% of the total nature reserve) at the eastern extent of the nature reserve will be required for the construction of the Proposed Scheme for approximately one year and nine months. Of this, 5,540m² will be required temporarily, for construction works, whilst the remaining 16,440m² of land required will be removed permanently for the operation of the Proposed Scheme (see impact 1).</p> <p>Duration of impact: one year and nine months.</p>
Assessment of magnitude	<p>Low: the temporary loss of land will make this area of the nature reserve unusable during this time. The majority of the nature reserve could remain open to visitors and land required during the construction period will be contained to the area to the east of the Old Kenilworth Road (Footpath 230a). It is the western area, which includes the main features of the nature reserve, including three main pools, parking and a cabin for visitors.</p>
Relevant receptors	<p>Access to the nature reserve is through purchase of a day or year permit. In particular, the site is well known for its breeding and wintering bird populations and attracts a large number of visitors, including the West Midlands Bird Club, on this basis.</p>
Assessment of sensitivity of receptors to impact:	<p>Low: there are limited alternative sites that provide a similar level of species diversity within the wider area, and the nature reserve is of particular interest to specialist groups. However, the key features of the nature reserve are located within the western area, and will not be affected by the Proposed Scheme.</p>
Significance rating of effect	<p>Negligible adverse effect, not significant: the loss of a small area within the eastern side of the nature reserve will be a minor adverse effect and is not considered significant.</p>
Proposed mitigation options for significant effects	<p>No further mitigation proposed.</p>
Residual effect significance rating	<p>Negligible adverse significant: the loss of a small area within the eastern side of the nature reserve will be a minor adverse effect and is not considered significant.</p>
Impact 3: temporary significant noise, visual and HGV effects	<p>Impact: the presence of construction traffic, including HGV alongside Footpath M230a into the nature reserve, may result in disturbance to visitors accessing the nature reserve. Visitors may also experience significant adverse visual effects and significant adverse noise effects of the construction works within the eastern extent of the nature reserve. Footpath M230a that runs through the nature reserve, separating the eastern and western areas of the nature reserve, will contain these effects to the eastern area. Construction works will not take place in the western area of the nature reserve, which forms the largest area of the nature reserve and includes the three main pools.</p>
Assessment of magnitude	<p>Low: a combination of three residual significant other environmental effects, however these effects will be contained to the smaller eastern area of the nature reserve.</p>
Relevant receptors	<p>Access to the nature reserve is through purchase of a day or year permit. In particular, the site is well known for its breeding and wintering bird populations and attracts a large number of visitors, including the West Midlands Bird Club, on this basis.</p>
Assessment of sensitivity of receptors to impact:	<p>Low: it is considered that the eastern area is less well used by visitors and therefore of low sensitivity to construction effects.</p>
Significance rating of effect	<p>Negligible adverse effect, not significant: the combined transport, visual and noise effects will not affect the majority of the nature reserve.</p>
Proposed mitigation options for significant effects	<p>No further mitigation proposed.</p>

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Residual effect significance rating	Negligible adverse effect, not significant: the combined transport, visual and noise effects will not affect the majority of the nature reserve.
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2.13 Footpath M230a

Table 13: Footpath M230a community impact assessment record sheet

Resource name	Footpath M230a
Community forum area	CFA 23 – Balsall Common and Hampton-in-Arden
Resource type:	PRoW
Resource description/profile	Footpath M230a follows the route of the Old Kenilworth Road from B4102 Meriden Road in the north to Marsh Lane in the south, running through Marsh Lane Nature Reserve. The footpath provides access to Marsh Lane Nature Reserve and the Heart of England Aeromodellers site.
Assessment year:	Construction phase (2017+).
Impact 1: permanent loss of land	Impact: approximately 370m of the footpath is within an area required to construct and operate the Proposed Scheme. The affected area is located to the south of Patrick Farm, and north of Marsh Lane Nature Reserve. The footpath will be severed by the route to the south-west of Patrick Farm. The Proposed Scheme includes a permanent diversion of the footpath under the proposed B4102 Meriden Road underbridge and via an access to a balancing pond south of Patrick Farm, of approximately 370m. Duration of impact: permanent.
Assessment of magnitude	Negligible: access in the area will remain and the footpath will not be required to close and could continue to be used for its intended purpose without any significant inconvenience or detriment to the users.
Relevant receptors	Users of the PRoW.
Assessment of sensitivity of receptors to impact:	Low: the footpath forms part of a local extensive network of PRoW. There are many alternative routes that could be used for recreational purposes.
Significance rating of effect	Negligible adverse effect not significant: users of the M230a continue to walk in the area and access through Marsh Lane Nature Reserve would be maintained.
Proposed mitigation options for significant effects	No further mitigation proposed.
Residual effect significance rating	Negligible adverse effect not significant: users of the M230a continue to walk in the area and access through Marsh Lane Nature Reserve would be maintained.
Impact 2: temporary loss of land	Impact: a short section of the permanent diverted footpath, included in the Proposed Scheme, will be required towards the end of the construction period to facilitate the installation of a discharge pipe from a proposed balancing pond. The provision of the temporary alternative route coincides with the phasing of these works. Duration of land take: approximately six months.
Assessment of magnitude	Negligible: the footpath will not be required to close and could continue to be used for its intended purpose without any significant inconvenience or detriment to the users.
Relevant receptors	Users of the PRoW.
Assessment of sensitivity of receptors to impact:	Low: the footpath forms part of a local extensive network of PRoW. There are many alternative routes that could be used for recreational purposes.
Significance rating of effect	Negligible adverse effect, not significant: the footpath will remain accessible to users.

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Proposed mitigation options for significant effects	No further mitigation proposed.
Residual effect significance rating	Negligible adverse effect, not significant: the footpath will remain accessible to users.

2.14 The Heart of England Aeromodellers site

Table 14: The Heart of England Aeromodellers community impact assessment record sheet

Resource name	Heart of England Aeromodellers site
Community forum area	CFA 23 – Balsall Common and Hampton-in-Arden
Resource type:	Recreation
Resource description/profile	The Heart of England Aeromodellers Club operates a site to the east of Hampton-in-Arden, south of Patrick Farm, for recreational flying of model aeroplanes and helicopters. The site comprises open grassland with a flight zone and take-off and landing area. There is a small clubhouse within the site. The site is accessed off Meriden Road, via Footpath M230a.
Assessment year:	Construction phase (2017+)
Impact 1: permanent loss of land	Impact: the Heart of England Aeromodellers site is within land required for the operation of the Proposed Scheme, and the facility will be removed permanently. The flight zone and take-off and landing area at the Heart of England Aeromodellers site will be crossed by the route on the Blythe Bypass embankment and the Patrick cutting. Landscape earthworks and mitigation planting will be located to the south-west of the route within the aeromodellers site. During construction the River Blythe Bypass culvert satellite compound and temporary material stockpiles will be located at the site. Duration of impact: permanent
Assessment of magnitude	High: the permanent loss of land will result in the complete closure of the facility, which will therefore be unusable for its intended purpose.
Relevant receptors	Members of the Heart of England Aeromodellers Club and visitors.
Assessment of sensitivity of receptors to impact:	Medium: the nearest alternative is Marston Green Model Engineering Club, although there are a range of alternatives in the Birmingham, Solihull and Coventry area. However, these clubs have different restrictions to flying. This is an important local facility, and the Club also host community gatherings and events.
Significance rating of effect	Major adverse significant: the permanent loss of land at the Aeromodellers site will result in the permanent closure of the facility.
Proposed mitigation options for significant effects	No further mitigation proposed
Residual effect significance rating	Major adverse significant: the permanent loss of land at the Aeromodellers site will result in the permanent closure of the facility.

2.15 Footpath M115

Table 15: Footpath M115 community impact assessment record sheet

Resource name	Footpath M115
Community forum area	CFA 23 – Balsall Common and Hampton-in-Arden
Resource type:	PRoW
Resource description/rofile	Footpath M115 links an alleyway off B4102 Meriden Road to Diddington Lane, north of the residential properties.
Assessment year:	Construction phase (2017+)
Impact 1: temporary loss of access	<p>Impact: Diddington Lane will be permanently closed to vehicular traffic to the north and south of where Footpath M115 joins Diddington Lane. The road will be maintained as a bridleway following the construction of the Proposed Scheme, so the use of Footpath M115 could continue as usual. However, during the construction period Diddington Lane will be closed to pedestrians, and access will be lost to the northern access point to Footpath M115.</p> <p>Duration of impact: permanent.</p>
Assessment of magnitude	Negligible: access will remain to the south of Diddington Lane and the majority of the Footpath M115.
Relevant receptors	The footpath may be used by local people accessing Hampton-in-Arden.
Assessment of sensitivity of receptors to impact:	Low: the Footpath M115 provides a pedestrian route to Hampton-in-Arden village, however pedestrian access is also provided off Diddington Lane.
Significance rating of effect	Minor adverse effect, not significant: pedestrians could continue to use the south of Diddington Lane, which runs adjacent to the Footpath M115.
Proposed mitigation options for significant effects	No further mitigation proposed.
Residual effect significance rating	Minor adverse effect, not significant: pedestrians could continue to use the south of Diddington Lane, which runs adjacent to the Footpath M115.

2.16 Two residential properties on Diddington Lane

Table 16: Two residential properties on Diddington Lane community impact assessment record sheet

Resource name	Two residential properties on Diddington Lane.
Community forum area	CFA 23 – Balsall Common and Hampton-in-Arden
Resource type:	Residential
Resource description/profile	Two semi-detached residential properties on the eastern side of Diddington Lane.
Assessment year:	Construction phase (2017+)
Impact 1: permanent loss of land	Impact: the operation of the Proposed Scheme will require approximately 1456m ² of land within a garden to the rear of two properties on the eastern side of Diddington Lane. The land will be required permanently as a replacement flood storage area. Duration of impact: permanent
Assessment of magnitude	Negligible: loss of an area of garden to the eastern extent of a garden accessible to two residential properties.
Relevant receptors	Residents.
Assessment of sensitivity of receptors to impact:	High: all residential properties and their occupiers are identified as being highly sensitive.
Significance rating of effect	Minor adverse, not significant at the community level.
Proposed mitigation options for significant effects	No further mitigation proposed
Residual effect significance rating	Minor adverse, not significant at the community level.
Impact 2: temporary loss of land	The Proposed Scheme will require approximately 4802m ² of land within a garden to the rear of two properties on the eastern side of Diddington Lane. The majority of this land (3346m ²) will be required temporarily for approximately two years during the construction period. The remaining area will be required permanently (see impact 1).
Assessment of magnitude	Negligible: loss of an area of garden to the eastern extent of a garden accessible to two residential properties.
Relevant receptors	Residents.
Assessment of sensitivity of receptors to impact:	High: all residential properties and their occupiers are identified as being highly sensitive.
Significance rating of effect	Minor adverse, not significant at the community level.
Proposed mitigation options for significant effects	No further mitigation proposed.
Residual effect significance rating	Minor adverse, not significant at the community level.

2.17 Island Project School

Table 17: Island Project School community impact assessment record sheet

Resource name	The Island Project School
Community forum area	CFA 23 – Balsall Common and Hampton-in-Arden
Resource type:	Community
Resource description/profile	The Island Project School at Diddington Hall is an independent school that serves 26 children with Autism and Aspergers Syndrome from ages 5 to 19 years. The grounds of Diddington Hall extend primarily to the west towards Diddington Lane, east towards the A452 Kenilworth Road and south towards Hampton-in-Arden village. The grounds extent to approximately 1.6ha in total. The outdoor space around the building is a teaching resource used for learning and plays activities and is in continual use by pupils during the school day. This includes the track to Diddington Hall, which leads on to Diddington Lane and connecting footpaths to Hampton-in-Arden village. Pupils at the school use Diddington Lane to provide pedestrian access to Hampton-in-Arden village centre, as part of general life skills education. In addition, the track of Diddington Lane forms the main access to the school; the front entrance accessed directly off the A452 Kenilworth Road is not used.
Assessment year:	Construction phase (2017+)
Impact 1: reduced accessibility	Impact: pupils of The Island Project School at Diddington Hall regularly use Diddington Lane, as a pedestrian route, to access Hampton-in-Arden village as part of life skills education. Diddington Lane will be stopped up to vehicles permanently as part of the Proposed Scheme, whilst pedestrian access will be removed temporarily during the construction period. During the construction period there will be no temporary alternative footpath provided. Pupils and staff wishing to access Hampton-in-Arden from Diddington Hall will therefore be required to use the A452 Kenilworth Road and the B4102 Meriden Road. This is not considered to be a suitable alternative route. The relevant section of Diddington Lane will be designated as a bridleway with access provided beneath the proposed Shadow Brook underbridge following the construction period. Duration of impact: approximately three years.
Assessment of magnitude	High: pedestrian access from the school to the village centre, which is required on at least a weekly basis, will be temporarily lost due to the closure of Diddington Lane.
Relevant receptors	The school has approximately 26 pupils and approximately 11 staff.
Assessment of sensitivity of receptors to impact:	High: the school accommodates a high proportion of more vulnerable children, with a limited ability to absorb change.
Significance rating of effect	Major adverse significant: isolation of the Island Project School.
Proposed mitigation options for significant effects	HS2 Ltd will work closely with The Island Project School to identify reasonably practicable measures to mitigate the residual significant isolation and amenity effects, including discretionary measures identified in the draft CoCP.
Residual effect significance rating	Major adverse significant: isolation of the Island Project School

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Impact 2: temporary significant noise and visual effects	<p>Impact: construction works within proximity to The Island Project School will include the construction of the Diddington Lane embankment, Shadow Brook underbridge, Pasture Farm accommodation overbridge and the A45 Service Road overbridge (located in the Birmingham Interchange and Chelmsley Wood area (CFA24)). These works will result in significant noise effects during the daytime. In addition, significant adverse visual effects are expected. Views of the construction works from the immediate grounds of Diddington Hall and the building itself are unlikely, although taller elements including cranes may be viewed above the height of the intervening vegetation. However, aspects of the construction of the Proposed Scheme, including the construction of the Shadow Brook underbridge and associated embankments will result in adverse views from the lane leading to Diddington Farm, which is used by pupils at the school.</p> <p>Duration of impact: approximately four months in total.</p>
Assessment of magnitude	Medium: two residual significant environmental effects.
Relevant receptors	The school has 26 pupils and approximately 11 staff.
Assessment of sensitivity of receptors to impact:	High: the school accommodates a high proportion of more vulnerable children, with a limited ability to absorb change.
Significance rating of effect	Major adverse, significant effect: change to amenity, character and pupils' teaching and learning experience as a result of the combination of visual and noise effects.
Proposed mitigation options for significant effects	HS2 Ltd will work closely with The Island Project School to identify reasonably practicable measures to mitigate the residual significant isolation and amenity effects, including discretionary measures identified in the draft CoCP.
Residual effect significance rating	Major adverse, significant effect: change to amenity, character and pupils' teaching and learning experience as a result of the combination of visual and noise effects.

3 Community impact assessment record sheets - operation

3.1 Old Waste Lane

Table 18: Fifteen residential properties community impact assessment record sheet

Resource name	Fifteen residential properties on Old Waste Lane
Community forum area	CFA 23 – Balsall Common and Hampton-in-Arden
Resource type:	Residential
Resource description/profile	A group of approximately 15 'new build' style family homes on Old Waste Lane to the north-west of Burton Green.
Assessment year:	Operation phase (2026)
Impact 1: significant noise and visual effects	<p>Impact: a group of approximately 15 residential properties on Old Waste Lane will be approximately 350m south of the Proposed Scheme, which will include the route on the Beechwood embankment varying between 9m and 11m high, two balancing ponds and associated landscaping including hedgerow planting. In addition. The operation of the Proposed Scheme will result in the following environmental effects:</p> <p>Noise: the operation of the Proposed Scheme is predicted to result in a significant noise effect during the daytime and night-time.</p> <p>Visual: the Proposed Scheme will result in significant adverse visual effects during the first year of operation. The Proposed Scheme will lie in the middle ground view beyond the retained hedgerow boundary. The overhead line equipment will be visible due to the removal of vegetation required. However, these elements will form only a small component of the view from this location. The landform of the existing dismantled Kenilworth to Balsall Common line will screen views towards the embankment of the Proposed Scheme and the proposed Beechwood Farm accommodation underpass. By year 15 and beyond, planting established on the boundaries as part of the Proposed Scheme will have grown to a height of approximately 7m, making the adverse visual effect no longer significant.</p> <p>Duration of impact: permanent</p>
Assessment of magnitude	Medium: two residential significant environmental effects.
Relevant receptors	Residents
Assessment of sensitivity of receptors to impact:	High: all residential properties and their occupiers are identified as being highly sensitive.
Significance rating of effect	Major adverse, significant effect: change to amenity, character and residents' enjoyment of the residential properties as a result of the combination of noise and visual effects.
Proposed mitigation options for significant effects	No further mitigation proposed.
Residual effect significance rating	Major adverse, significant effect: change to amenity, character and residents' enjoyment of the residential properties as a result of the combination of noise and visual effects.

3.2 Fifteen residential properties on Truggist Lane

Table 19: Fifteen residential properties on Truggist Lane

Resource name	Fifteen residential properties on Truggist Lane
Community forum area	CFA 23 – Balsall Common and Hampton-in-Arden
Resource type:	Residential
Resource description/profile	A group of approximately 15 detached properties, within large plots of land, on Truggist Lane and at the junction with Baulk Lane.
Assessment year:	Operation phase (2026)
Impact 1: significant noise and visual effects	<p>Impact: a group of approximately 15 residential properties on Truggist Lane and at the junction with Baulk Lane will be located to the north of the Proposed Scheme. This will include the Beechwood embankment, Carol Green Rail underbridge and the Balsall Common viaduct along with landscape earthworks to provide visual and noise screening. The operation of the Proposed Scheme will result in the following environmental effects:</p> <p>Noise: the operation of the Proposed Scheme will result in significant adverse noise effects during the daytime and night-time.</p> <p>Visual: residents at these properties would also experience significant visual effects. In particular those at the junction with Baulk Lane, will see the Balsall Common viaduct, approximately 2m high (including noise barriers and overhead line equipment) above the existing ground level.</p> <p>Duration of impact: permanent.</p>
Assessment of magnitude	Medium: two residential significant environmental effects.
Relevant receptors	Residents
Assessment of sensitivity of receptors to impact:	High: all residential properties and their occupiers are identified as being highly sensitive.
Significance rating of effect	Major adverse, significant effect: change to amenity, character and residents' enjoyment of the residential properties as a result of the combination of noise and visual effects.
Proposed mitigation options for significant effects	No further mitigation proposed.
Residual effect significance rating	Major adverse, significant effect: change to amenity, character and residents' enjoyment of the residential properties as a result of the combination of noise and visual effects.

3.3 Twenty-five residential properties on Diddington Lane

Table 20: Twenty-five residential properties on Diddington Lane community impact assessment form

Resource name	Twenty-five residential properties on Diddington Lane.
Community forum area	CFA 23 – Balsall Common and Hampton-in-Arden
Resource type:	Residential
Resource description/profile	Approximately twenty-five semi-detached residential properties on the eastern side of Diddington Lane.
Assessment year:	Construction phase (2017+)
Impact 1: permanent loss of land	<p>Impact: approximately 25 residential properties on Diddington Lane will be located to the west of the route from where it passes B4012 Meriden Road on approach towards the A45 Coventry Road. This will include the route on the Patrick embankment, River Blythe viaduct and Diddington Lane embankment. The operation of the Proposed Scheme in proximity to these properties will result in significant daytime and night-time noise effects. In addition, residents at these properties will experience adverse visual effects. The Diddington Lane embankment, up to 6m high with 4m high noise barriers on the western side, will be visible in the centre of the view. Overhead line equipment will also be clearly visible on the skyline in the middle ground. In both cases the presence of existing trees and shrubs in gardens will have a localised and mitigating effect on views. In year one, proposed planting on the embankment will provide no visual screening effect at this stage, by year 15 of operation, proposed planting on embankments will serve to soften the engineered appearance and partially screen trains, but the effect will remain significant.</p> <p>Duration of impact: permanent</p>
Assessment of magnitude	Medium: two significant residual effects.
Relevant receptors	Residents.
Assessment of sensitivity of receptors to impact:	High: all residential properties and their occupiers are identified as being highly sensitive.
Significance rating of effect	Major, significant effect: change to amenity, character and residents' enjoyment of the residential properties as a result of the combination of noise and visual effects.
Proposed mitigation options for significant effects	No further mitigation proposed
Residual effect significance rating	Major, significant effect: change to amenity, character and residents' enjoyment of the residential properties as a result of the combination of noise and visual effects.

4 Open space survey/public rights of way survey results

4.1 Survey process

- 4.1.1 The PRoW surveys took place on one weekend day (continuously from 08:00-18:00) in rural areas or one weekday (continuously from 07:00-19:00) in urban areas, with all users of the PRoW counted during those time periods. Users that came and returned during the course of the survey period along the same PRoW would have been counted on the outward and return journey. The PRoW surveys were undertaken for the purposes of the traffic and transport assessment. The results were then adapted for the analysis of promoted routes for the community assessment. Weather conditions were not generally recorded by the surveyors for the PRoW surveys.

4.2 Kenilworth Greenway

Figure 1: Kenilworth Greenway

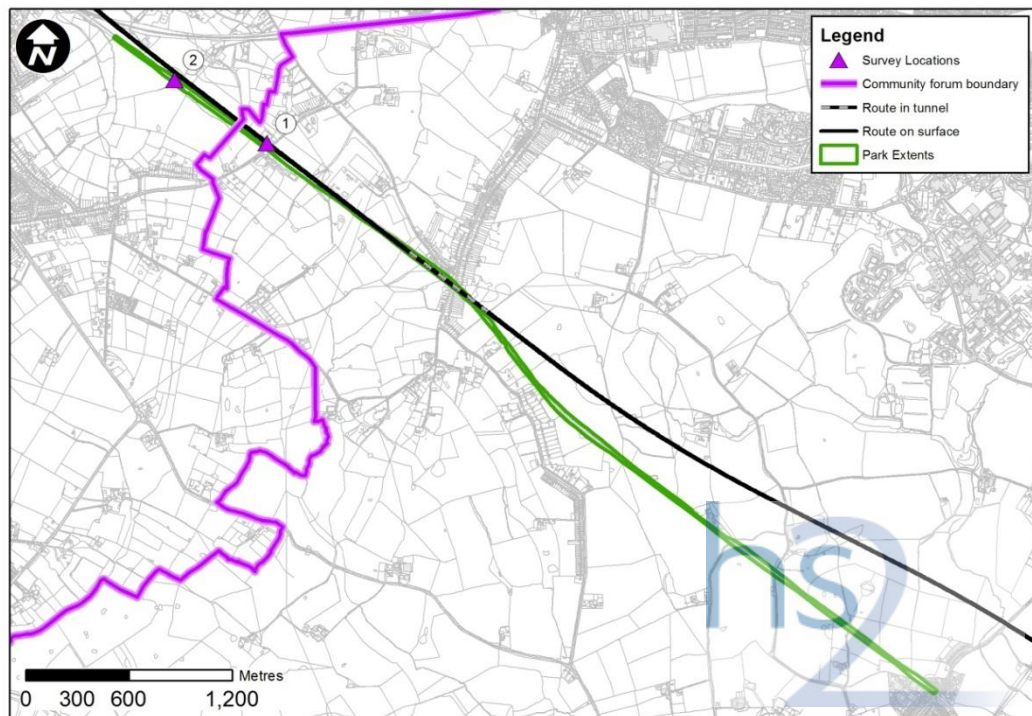
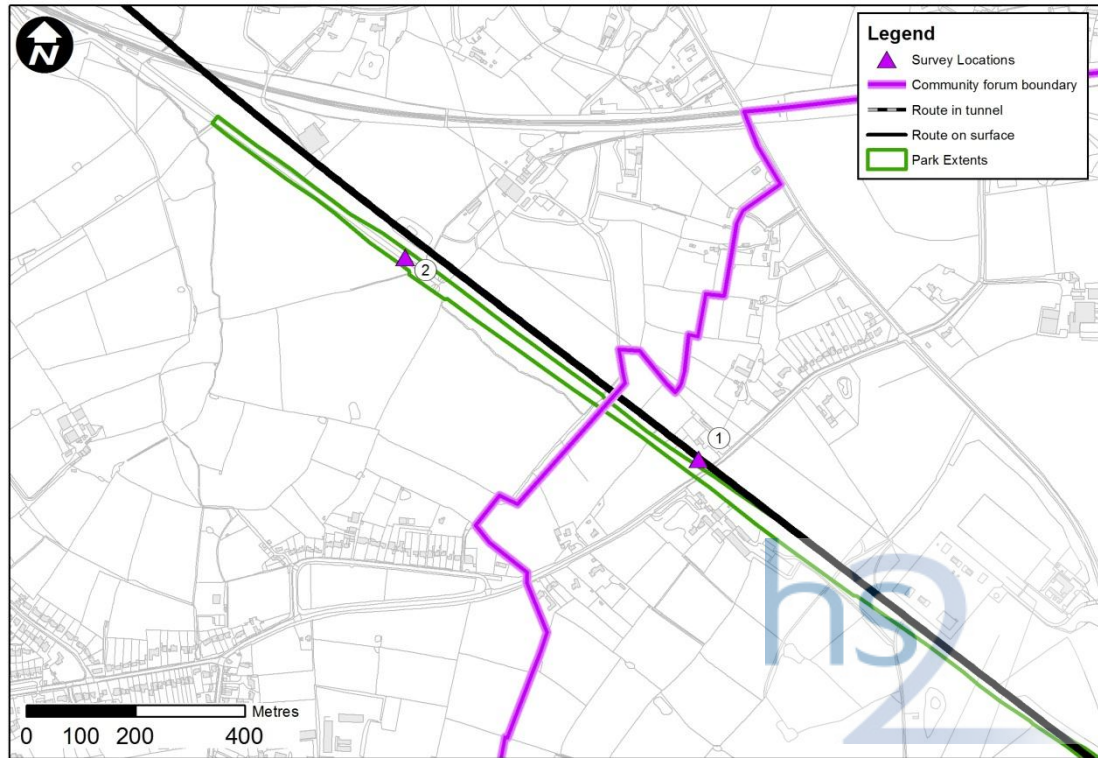


Figure 2: Kenilworth Greenway survey locations



- 4.2.1 The Kenilworth Greenway, described as a linear country park, is a permissive bridleway which is accessed by pedestrians, cyclists and horse-riders, approximately 6.1km in total length. The Kenilworth Greenway runs from the A429 Coventry Road in a north westerly direction, through Crackley Wood, Black Waste Wood, B4101 Waste Lane at Burton Green to the outskirts of Balsall Common, south of Truggist Lane. The northern section of the Kenilworth Greenway from north of B4101 Waste Lane to Balsall Common that is within CFA 23 (approximately 850m), while the southern section is within the Stoneleigh, Kenilworth and Burton Green area (CFA 18).
- 4.2.2 There are four access points along the Greenway with signage and way finding at access points and along the route. The northern access point, off Truggist Lane is the only access within CFA23. The track is segregated with a natural grass track for horses and a firm track for other users. The Kenilworth Greenway runs along the dismantled Kenilworth to Balsall Common line from Berkswell to Kenilworth Junction. The majority of the route is lined with trees and provides a recreational pedestrian route and bridleway. The Kenilworth Greenway forms part of the national cycling network (National Route 52).

Relationship between the site and the Proposed Scheme

- 4.2.3 The route of the Proposed Scheme on the Beechwood embankment will run parallel to the north east side of the Kenilworth Greenway, for approximately 850m within CFA 23, from where it leaves Burton Green to the north-west of B4101 Waste Lane to the northern end of the Kenilworth Greenway. The route will be elevated on the Beechwood embankment varying between approximately 9m and 11m above ground level. This south western side of the route, which will run alongside the Kenilworth Greenway, will include landscaping including grassed areas, scrub and woodland. In addition, the Proposed Scheme will include two balancing ponds to the south of the Greenway, with associated access tracks coming off the Greenway for occasional maintenance access. These ponds will be lined with hedgerows along the southern boundary.
- 4.2.4 During the construction of the Proposed Scheme the existing Kenilworth Greenway will be used as a construction haul road, with access off Truggist Lane. The haul road will provide access to the Carol Green Rail (north) underbridge satellite compound and the Beechwood Farm accommodation underpass satellite compound and associated works. The Proposed Scheme includes the provision of a temporary alternative route of the Kenilworth Greenway, during the construction period for approximately five years. The length of the diversion within CFA 23 will be 850m. The diversion will run parallel, approximately between 100 to 200m south-west of the existing Kenilworth Greenway. The diverted route will be bound by construction fencing along the north-eastern edge approximately over 2.4m high. The land in-between the existing Kenilworth Greenway and the alternative route to the south-west will be required for the construction of the Proposed Scheme, including the Beechwood Farm accommodation underpass satellite compound and temporary material stockpiles.

Survey dates and times

- 4.2.5 Surveys were undertaken from 08.00 to 18.00 on Sunday 28 July 2013 and the weather was recorded as dry and cloudy.

Survey points and zones

Table 21: Open space - survey points, zones and duration of survey period

Name	Location	Survey duration	Frequency
Survey point 1	Waste Lane access point	10 hours	Continuous
Survey point 2	Access point to the south of Balsall Common, off Footpath M191	10 hours	Continuous

Key findings and observations

Total number of users

- 4.2.6 The survey results show that the section of the Kenilworth Greenway between B4101 Waste Lane in Burton Green and Balsall Common is very well used with 595 users recorded in one day. The data shows that the majority of the people were heading eastbound towards Burton Green (329) with a lesser number heading westbound Balsall Common (266).

Table 22: Numbers of users at survey point 1 and 2

	Informal recreation					Numbers of users for all use types by survey date/time
	Walking/dog walking	Running	Cycling	Sitting/ relaxing/ picnicking	Other (specify)	
Survey Point 1 - Sunday 28 July 2013 eastbound	155	9	40	0	4 equestrians	208
Survey Point 1 - Sunday 28 July 2013 westbound	83	6	37	0	2 equestrians	128
Survey Point 2 - Sunday 28th July 2013 eastbound	85	6	30	0	0	121
Survey Point 2 - Sunday 28th July 2013 westbound	91	5	42	0	0	138

Total number of users by type of activity

- 4.2.7 The majority of users were walking or dog walking (70%), whilst there were also a high number cycling (25%). There were no recordings of people sitting or picnicking, which reflects the use of the Kenilworth Greenway as a right of way and a linear park rather than a destination park.

Summary of key findings

- 4.2.8 The analysis of the survey findings concludes that the Kenilworth Greenway is very well used, by walkers and cyclists in particular, although also used by a smaller number of runners and equestrians. This demonstrates the importance of the provisions for cyclists, pedestrians and horse-riders. The Greenway provides a well-used recreational route.